

CITY OF LEESBURG PLANNING & ZONING DIVISION  
RECOMMENDATIONS

APPLICANT: City of Leesburg  
REQUEST: Rezoning to PUD (Planned Unit Development)  
PROJECT: City of Leesburg C.R.470 Industrial and Technology Park  
CASE NO.: RZ-13-48  
MEETING DATE: August 8, 2013

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**THE PLANNING & ZONING DIVISION RECOMMENDS:**

APPROVAL of the request

**for the following reason(s):**

1. The proposed zoning district of PUD (Planned Unit Development) is compatible with adjacent properties zoned County A (Agriculture) and City P (Public) to the north, County R-1 (Rural Residential) and County A (Agriculture) to the east, City CIP (Commercial Industrial Planned), County A (Agriculture) and City PUD (Planned Unit Development) to the west and south, and does not appear to be detrimental to existing residential uses to the east because of the required buffer.
2. The proposed zoning district of PUD (Planned Unit Development) is compatible with the existing City future land use designations of Conservation, Institutional, Industrial and Technology Park.
3. The proposed rezoning would be compatible with the intensity of the current uses proposed and with adjacent uses in the areas.
4. The rezoning of the subject properties is consistent with the City's Growth Management Plan, Future Land Use Element, Goal I, Objective 1.6.

**SUBJECT to the following comments:**

1. Staff recommends approval of the proposed rezoning subject to the PUD (Planned Unit Development) conditions attached hereto as Exhibit A with the Design Guideline Requirements Exhibit C and forwarding the recommendations to the City Commission for consideration.

**CITY OF LEESBURG C.R.470 INDUSTRIAL AND TECHNOLOGY PARK  
REZONING TO PUD (PLANNED UNIT DEVELOPMENT)  
DEVELOPMENT CONDITIONS**

**August 8, 2013**

These Planned Unit Development Conditions for a PUD (Planned Unit Development) district are granted by the City of Leesburg Planning Commission, Lake County, Florida to City of Leesburg C.R.470 Industrial and Technology Park, "Permittee" for the purposes and terms and conditions as set forth herein pursuant to authority contained in Chapter 25 "Zoning", Section 25-278 "Planned Unit Development" of the City of Leesburg Code of Ordinances, as amended.

**BACKGROUND:** The City of Leesburg "Permittee" is desirous of obtaining a PUD (Planned Unit Development) zoning district to allow for marketing, planning and construction of commercial/office, and industrial/technology park, as amended by these conditions, for approximately 3,100 acres within the City of Leesburg in accordance with their Planned Unit Development application and supplemental information.

**1. PERMISSION**

Permission is hereby granted to City of Leesburg C.R.470 Industrial and Technology Park, to construct, operate, and maintain a development in and on real property in the City of Leesburg. The property is generally located north of County Road 48 and east of the Florida Turnpike, and north and south of County Road 470. The property is more particularly described as shown in the attached legal description below.

**2. LEGAL DESCRIPTION**

See attached legal Exhibit G.

**3. LAND USES**

The above described property shall be used for PUD (Planned Unit Development) uses as limited, pursuant to City of Leesburg development codes and standards.

A. The uses shall be restricted to those uses approved specifically in the PUD conditions for the site.

- 1) Public, office, commercial and industrial uses shall be those listed for the PUD uses in the Land Development Code except as limited by this PUD and shall occupy the approximate 662 acres of park development area including an estimated 212 acres of actual building area (9,248,800 SF) and approximately 2,438 acres (78 percent) of open space and conservation areas as shown on the Conceptual Master Park Plans Exhibit B.

B. AREA

The impervious surface coverage for the entire Planned Unit Development shall not exceed fifty (50) percent of the gross site area.

C. OPEN SPACE

A minimum of fifty (50) percent of the site shall be developed as common open space and conservation areas.

**4. SITE ACCESS**

- A. Access to the site shall be primarily from C.R. 470 with a divided boulevard type roads for large projects. Site access will be reviewed by staff during the site plan review process.

**5. HEIGHT OF BUILDINGS**

- A. The maximum height of any structure within one and fifty hundred (150) feet of a single-family residential zoning district property line shall be thirty-five (35) feet or two and one-half ( $2\frac{1}{2}$ ) stories. The maximum height for all other structures shall be seventy-two (72) feet or six (6) stories.

**6. DEVELOPMENT STANDARDS**

- A. The minimum development standards shall be those required for the M-1 Industrial district except as amended by these conditions.
- B. Hours of operations for uses shall be restricted to 7:00 a.m. to 11:00 p.m. within 300 feet on any existing residential district (See Conceptual Master Park Plan Data Exhibit B).

**7. PARKING**

- A. The permittee shall construct off-street parking spaces within the development per City of Leesburg Code of Ordinances, as amended, which shall include the required number of handicapped parking spaces.

**8. WETLANDS PROTECTION**

The property's sensitive ecological systems and wildlife habitats shall be protected through the following requirements.

- A. All wetlands on the project site shall be identified and the location and extent of each wetland shall be determined by St. Johns River Water Management District and/or U.S. Army Corp of Engineers. Each wetland shall be placed on a suitable map, signed and sealed by a surveyor registered to practice in Florida and shall be submitted as part of the preliminary plan application.
- B. Buildings or structures have a 25' minimum/50' average wetland buffers on-site Environmental Resource Permit (ERP) permit from SJRWMD from any wetland jurisdiction boundary.
- C. Wetlands shall have a minimum upland buffer as established by St. Johns River Water Management District and/or U.S. Army Corp of Engineers; whichever is more restrictive. All upland buffers shall be naturally vegetated and upland buffers that are devoid of natural vegetation shall be re-planted with native vegetation or as required by St. Johns River Water Management District and/or U.S. Army Corp of Engineers.
- D. Land uses allowed within the upland buffers are limited to hiking trails, walkways, passive recreation activities and stormwater facilities as permitted by St. Johns River Water Management District.
- E. If wetland alteration is permitted by St. Johns River Water Management District and/or U.S. Army Corp of Engineers, wetland mitigation shall be required in accordance with permit approvals from St. Johns River Water Management District or U.S. Army Corp of Engineers, whichever is more restrictive.
- F. To the extent practical, wetlands shall be placed in a conservation easement, which shall run in favor of, and be enforceable by, St. Johns River Water Management District or another legal entity such as a property-owners association. The conservation easement shall require that the wetlands be maintained in their natural and unaltered state. Wetlands shall not be included as a part of any platted lot, other than a lot platted as a common area, which shall be dedicated to St. Johns River Water Management District or another legal entity such as a property-owners association for ownership and maintenance.

**9. STORMWATER MANAGEMENT /UTILITIES**

Prior to receiving final development approval, the Permittee shall submit a stormwater management plan and utility plan acceptable to the City of Leesburg. Water, wastewater and natural gas services will be provided by the City of Leesburg. Prior to any clearing, grubbing, or disturbance of natural vegetation in any phase of the development, the Permittee shall provide:

- A. A detailed site plan that demonstrates no direct discharge of stormwater runoff generated by the development into any wetlands or onto adjacent properties.
- B. A stormwater management system designed and implemented to meet all applicable St. Johns River Water Management District and City of Leesburg requirements.
- C. A responsible legal entity for the maintenance of the stormwater management system on the plat prior to the approval of the final plat of record. The Permittee shall designate a responsible legal entity that shall implement and maintain the management plan..
- D. The 100-year flood plain shown on all plans and lots.
- E. The appropriate documentation that any flood hazard boundary has been amended in accordance with Federal Emergency Management Agency requirements, if the 100 year flood plain is altered and /or a new 100 year flood elevation is established in reference to the applicable flood insurance rate map.
- F. A copy of the Management and Storage of Surface Waters permit obtained from St. Johns River Water Management District.
- G. A detailed site plan that indicates all the provisions for electric, water, sewer, reuse, and/or natural gas in accordance with the City of Leesburg Land Development Codes.
- H. Developer shall bear all responsibility, financial and otherwise, for the construction and installation of utility infrastructure and other improvements related to the use and development of the property including such off-site improvements required by the City, all of which shall be constructed to the applicable specifications imposed by the ordinances and regulations of the City in effect at the time of construction.

**10. ENVIRONMENTAL ASSESSMENT**

A wildlife/archaeological management plan for the project site shall be prepared based on the results of an environmental assessment of the site and any environmental permit required from applicable governmental agencies. The management plan shall be submitted to the City as part of the site plan application for each phase. The Permittee shall designate a responsible legal entity that shall implement and maintain the management plan.

**11. TRANSPORTATION**

- A. All transportation improvements shall be contingent upon site plan approval by City of Leesburg staff during development review/permit application. Said approval shall also be contingent upon review and approval by Lake County, the MPO and the City of Leesburg, as required.

**1) Traffic/Transportation Study**

A traffic/transportation study shall be submitted prior to development approval for review and determination of any necessary access improvements, including any off-site improvements required by Lake County, the MPO or the City of Leesburg. The study maybe submitted for each phase as they are developed. Said improvements will be the responsibility of the Permittee.

**2) Roadway Improvements**

The applicant shall provide all necessary roadway and intersection improvements within the development and its connection to County Road 470 and any possible emergency access, based on a current traffic analysis, as required by County or City

staff during the site plan review process. Approval of all necessary permits and improvements as required by the City of Leesburg, the MPO, Lake County and FDOT shall include any needed right of way, signalization and improvements required to support the development.

3) **Internal Circulation**

Drives shall be constructed within the interior of the development such that continuous vehicular access is available among and between all structures within the development, where feasible. Sidewalks shall be constructed as required by the City of Leesburg Code of Ordinances for the development.

12. **LANDSCAPING/BUFFERING**

A. Landscaping of any required buffer areas shall be as follows:

- 1) Plans and site design for the installation of landscape buffers shall be submitted and approved during the site plan review process and prior to issuance of building permits for the development of each phase. All landscaping shall be in accordance with regulations contained within the City of Leesburg Code of Ordinances, or as required by these PUD conditions.
- 2) A minimum one hundred and fifty (150) foot landscape buffer shall be required along the eastern boundary of the property adjacent to the residential areas on Debbie Road and Bay Avenue and a minimum twenty-five (25) foot buffer shall be provided along C.R. 470. Said buffer shall include a landscape berm, fence or wall with planting as provided below. However, existing natural buffer areas that meet the intent of the code because of existing tree cover and increased buffer width may be considered as meeting the referenced requirements if approved by the Community Development Director
- 3) For each one hundred (100) linear feet, or fraction thereof, of required landscaping, the following plants shall be provided in accordance with the planting standards and requirements of the City of Leesburg Code of Ordinances, as amended.
  - a. Two (2) canopy trees
  - b. Two (2) ornamental trees
  - c. Thirty (30) shrubs
  - d. The remainder of the buffer area shall be landscaped with grass, groundcover, and/or other landscape treatment.
  - e. Existing vegetation in the required buffer shall be protected during construction.
- 4) Walls, Berms and Fences shall be required as follows (See Exhibit E):
  - a. An eight foot solid buffer wall shall be used as a visual buffer for adjacent residential areas on Debbie Road and Bay Avenue. The wall shall be of a decorative "split face" concrete masonry, decorative brick or standard concrete masonry clad with painted stucco or other masonry veneer that is compatible with the developed C.R.470 Industrial and Technology Park adjacent area. When these materials are used for a visual screen, they shall conform to the architectural style, materials and color of the development. Wood and PVC fencing shall not be used. The wall shall include a continuous decorative cap and end column features where applicable. The wall shall be placed along the interior buffer boundary of the landscape buffer area from the adjoining property line. As an alternative, said buffer may include an earthen berm no less than six (6) feet in height, containing at a minimum, a

double row of evergreen or deciduous trees planted at intervals of ten (10) feet on center. In addition, additional landscaping and PVC fencing may be required by the Community Development Director to effectively buffer adjacent land uses.

- b. Where a six foot buffer wall or fence is used as a landscape buffering for adjacent public roads or property not located adjacent to residential districts, it shall be of a decorative "split face" concrete masonry, decorative brick, stone or standard concrete masonry clad with painted stucco or other masonry veneer that is compatible with the adjacent park area. When these materials are used for a visual screen, they shall conform to the architectural style, materials and color of the development. They shall include a continuous decorative cap and end column features where applicable. They shall be placed along the interior buffer boundary of the landscape buffer area from the adjoining property line. Wood fencing shall not be used and PVC fencing shall be restricted. As an alternative, said buffer may include an earthen berm no less than three (3) feet in height, containing at a minimum, a double row of evergreen or deciduous trees planted at intervals of ten (10) feet on center. In addition, additional landscaping and PVC fencing may be required by the Community Development Director to effectively buffer adjacent land uses.
- c. Permitted fencing shall include black, decorative, aluminum with columns done in brick or stone along adjacent public roads and zoning districts other than residential. Black vinyl coated chain link may be used elsewhere on the site. However, no galvanized chain link, or wood shall be permitted and PVC fencing shall be restricted.

- 5) Variations to the landscape and fencing requirements may be approved i.e. where walls and berms are used, by the Community Development Director as long as the intent of the PUD is maintained.

### **13. OPERATIONAL REQUIREMENTS**

- A. The applicant shall be subject to Section 12-19 Regulation of Public Nuisances of the City of Leesburg Code of Ordinances.
- B. A noise/vibration/dust and/or traffic study by the applicant may be required to ensure compliance with this section if reoccurring formal written complaints from multiple complainants related to traffic, noise/vibration/dust are received by the City. The applicant shall have the right to a hearing on the requirement for the referenced study before Planning Commission if they believe the complaints are not valid.
- C. The operation of machinery or equipment shall be restricted to the interior of buildings, except for the use of fork lifts etc. to receive and ship products.
- D. No activity including but not limited to loading and unloading, truck traffic, storage, fork lifts etc. shall occur in the buffer set back area, as described per Section 12 LANDSCAPING AND BUFFER REQUIREMENTS above.

### **14. MAINTENANCE**

- A. With the exception of public utilities, maintenance of all site improvements, including but not limited to drives, sidewalks, landscaping and drainage shall be the responsibility of the City of Leesburg unless the property is sold or leased by the City with a legally created property owner's association etc.

**15. ARCHITECTURE**

- A. All buildings shall have a common architectural theme for each phase and the side of buildings which face residential areas or streets (public or private) shall be finished in the same materials as used in the front of buildings.
- B. Exterior building materials contribute significantly to the visual impact of a building on the community. They shall be well designed and integrated into a comprehensive design style for the project including sides and rear of buildings which shall be integrated with the front elevation materials and design (See Exhibits C and F).
- C. Design of the project shall comply with the intent of the Design Guideline Requirements (See Exhibits C and D).
- D. Other similar design variations meeting the intent of the PUD may be approved by the Community Development Director.

**16. DEVELOPMENT PHASING**

- A. The proposed project may be constructed in phases in accordance with the Planned Unit Development Conditions and Conceptual Plans. Changes to the Development Plan, other than those conditions described in this agreement, shall be revised in accordance with the Planned Development review process as amended.

**17. MISCELLANEOUS CONDITIONS**

- A. The uses of the proposed project shall only be those uses identified in the approved Planned Unit Development Conditions. Any other proposed use must be specifically authorized by the Planning Commission in accordance with the Planned Unit Development amendment process.
- B. No person, firm or corporation shall erect, construct, enlarge, alter, repair, remove, improve, move, convert, or demolish any building structure, or alter the land in any manner without first submitting the necessary plans and obtaining appropriate approvals in accordance with the City of Leesburg Codes.
- C. Construction and operation of the proposed use(s) shall at all times comply with City and other governmental agencies rules and regulations.
- D. The transfer of ownership or lease of any or all of the property described in this PUD Agreement shall include in the transfer or lease agreement, a provision that the purchaser or lessee is made good and aware of the conditions pertaining to the Planned Development established and agrees to be bound by these conditions. The purchaser or lessee may request a change from the existing plans and conditions by following the procedures as described in the City of Leesburg Land Development Code, as amended.
- E. These PUD Conditions shall inure to the benefit of, and shall constitute a covenant running with the land and the terms, conditions, and provisions hereof, and shall be binding upon the present owner and any successor, and shall be subject to each and every condition herein set out.
- F. Any violation of City, State or Federal laws or permit requirements concerning the development of this project will constitute a violation of this permit and will result in all

activities on the project site being halted until the violation is satisfactorily resolved and may result in a hearing before the Planning Commission to determine whether a change in the conditions of this PUD are necessary.

- G. The proposed project may be constructed in phases in accordance with the Planned Unit Development Master Plan (to be incorporated as part of these conditions). Approval by the Planning Commission and City Commission of the referenced required Master Plan shall be required prior to any development of the property. Changes to the Master Plan, other than those conditions described in this agreement, shall be revised in accordance with the Planned Unit Development review process.

## 18. **CONCURRENCY**

As submitted, the proposed zoning change does not appear to result in demands on public facilities which would exceed the current capacity of some public facilities, such as, but not limited to roads, sewage, water supply, drainage, solid waste, parks and recreation, schools and emergency medical facilities. However, no final development order (site plan and building permits) shall be granted for a proposed development until there is a finding that all public facilities and services required for the development have sufficient capacity at or above the adopted level of service (LOS) to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place concurrent with the impacts of the development.

### A. Utilities

#### 1) Projected Capacities

- a. The City's utility planning efforts draw upon phasing, capacity and service requirements, based upon information provided by the applicant. The City develops its plans consistent with sound engineering principles, prudent fiscal practices and due regard for regulatory compliance.
- b. If the development requires construction of new distribution mains, since existing facilities in the service area are not adequate, the developer will be required to construct such facilities to provide service. The developer will bear the cost of design, permitting and construction. Any such facilities must be constructed in a fashion consistent with the City's master plans and to the City standards and specifications.

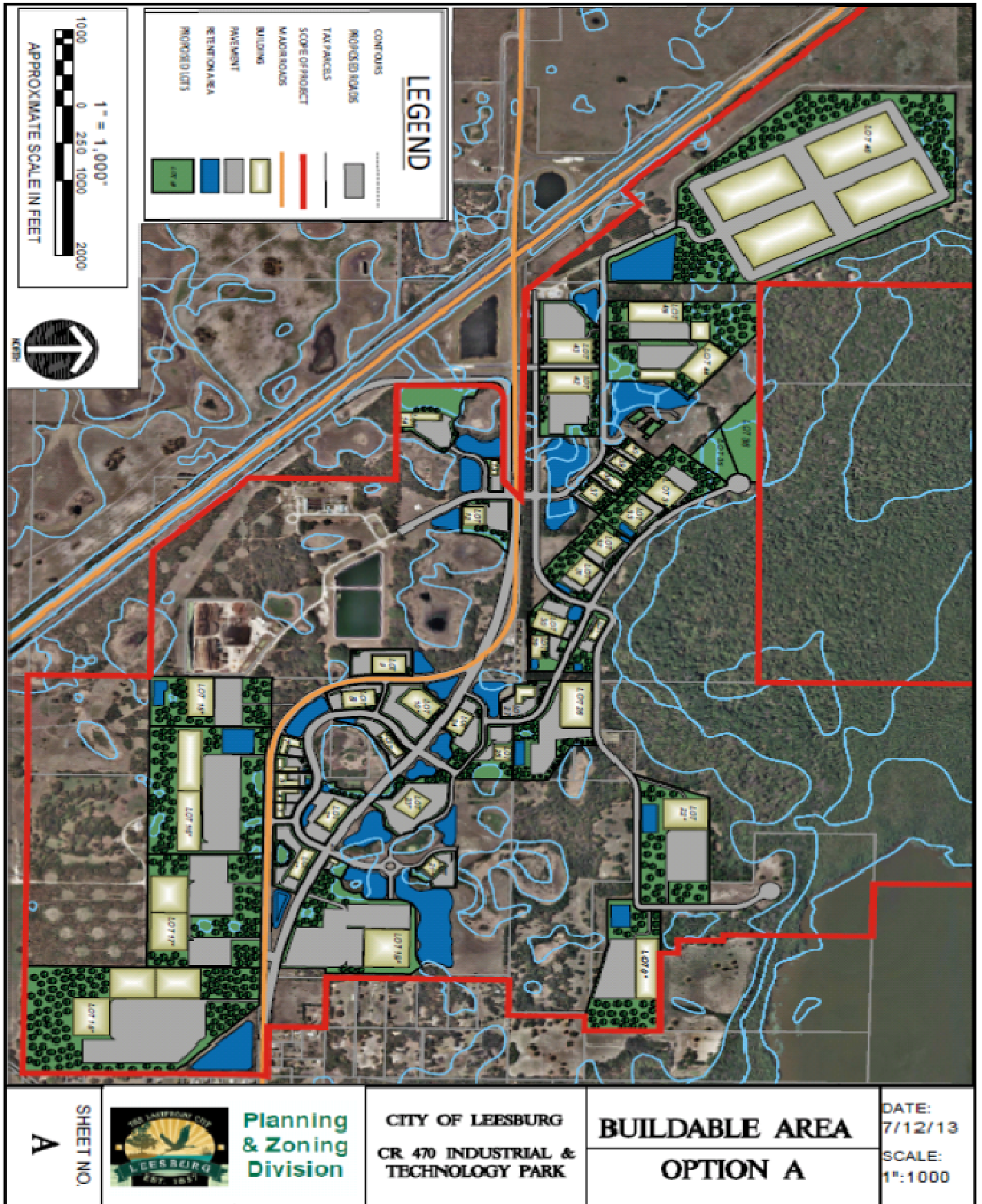
### B. Commitment of Capacity

There are no previous commitments of any existing or planned excess capacity.

### C. Ability to Provide Services

The City intends to provide water, wastewater and reclaimed water services within its service area for the foreseeable future.





BUILDABLE AREA OPTION A - ALL LOTS  CITY OF LEESBURG  CR 470 INDUSTRIAL & TECHNOLOGY PARK  PROJECT DUK 4000.CE												
Lot No.	Proposed Type of Development	City Zoning Type	Lot Area (AC)	Lot Area (SF)	Estimated Buildable Area (SF)	Wetland Area (SF)	Setback Requirements for Public (P) Zone					
							Front Yard	Side Yard	Rear Yard	Height/Stories	ISR	Open Space
0	Industrial	Public (P)	25.98	1,131,689	400,000*	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
1	Industrial	Public (P)	7.30	317,988	145,000*	25,421	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
2	Industrial	Public (P)	7.44	324,086	150,000*	21,541	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
3	Industrial	Public (P)	1.15	50,094	16,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
4	Industrial	Public (P)	1.59	69,260	21,300	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
5	Industrial	Public (P)	1.93	84,071	28,500	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
6	Industrial	Public (P)	1.95	84,942	21,300	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
7	Industrial	Public (P)	1.72	74,923	26,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
8	Industrial	Public (P)	4.31	187,744	71,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
9	Industrial	Public (P)	5.23	227,819	87,500	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
10	Industrial	Public (P)	8.20	357,192	200,000*	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
11	Industrial	Public (P)	3.83	166,835	70,000*	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
12	Highway Commercial	Public (P)	6.25	272,250	60,000	30,812	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
13	Highway Commercial	Public (P)	1.81	78,844	15,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
14	Highway Commercial	Public (P)	12.77	556,261	60,000	244,778	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
15	Future Development	Public (P)	20.29	883,832	300,000*	4,514	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
16	Future Development	Public (P)	50.02	2,178,871	800,000*	83,173	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
17	Future Development	Public (P)	43.18	1,880,921	800,000*	36,995	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
18	Future Development	Public (P)	75.00	3,267,000	1,200,000*	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
19	Office Space	Public (P)	33.37	1,453,597	500,000	53,341	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
20	Highway Commercial	Public (P)	1.14	49,658	5,700	20,577	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
21	Office Space	Public (P)	3.99	173,804	53,000	13,647	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
22	Industrial	Public (P)	27.50	1,197,900	400,000*	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
23	Office Space	Public (P)	10.68	465,221	150,000	11,275	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
24	Office Space	Public (P)	6.07	264,409	60,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
25	Office Space	Public (P)	6.87	299,257	40,000	54,040	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
26	Office Space	Public (P)	17.85	777,546	200,000	8,782	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
27	Office Space	Public (P)	4.12	179,467	30,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
28	Industrial	Public (P)	4.33	188,615	30,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
29	Industrial	Public (P)	4.52	196,891	55,000	37,776	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
30	Industrial	Public (P)	5.71	248,728	87,500	600	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
31	Industrial	Public (P)	6.92	301,435	75,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
32	Industrial	Public (P)	6.07	264,409	75,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
33	Industrial	Public (P)	6.75	294,030	75,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
34	Industrial	Public (P)	10.93	476,111	100,000	34,016	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
35	Industrial	Public (P)	4.35	189,486	0	169,734	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
36	Industrial	Public (P)	7.33	319,295	0	229,205	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
37	Industrial	Public (P)	3.12	135,907	40,000	2,532	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
38	Industrial	Public (P)	2.19	95,396	30,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
39	Industrial	Public (P)	2.37	103,237	30,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
40	Industrial	Public (P)	2.35	102,366	30,000	0	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
41	Industrial	Public (P)	0.46	20,038	7,000	1,000	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
42	Highway Commercial	Public (P)	13.83	602,435	150,000	17,318	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
43	Highway Commercial	Public (P)	12.59	548,420	400	400	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
44	Industrial	Public (P)	16.76	730,666	200,000	95,788	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
45	Industrial	Public (P)	21.02	915,631	200,000	237,427	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%
46	Future Development	Public (P)	139.15	6,061,374	2,000,000	431,534	30 ft	15/5 ft	20 ft	72 ft 0/6 Stories	80%	20%

TOTAL LOT AREA= 662.3 AC (28,849,516 SF)

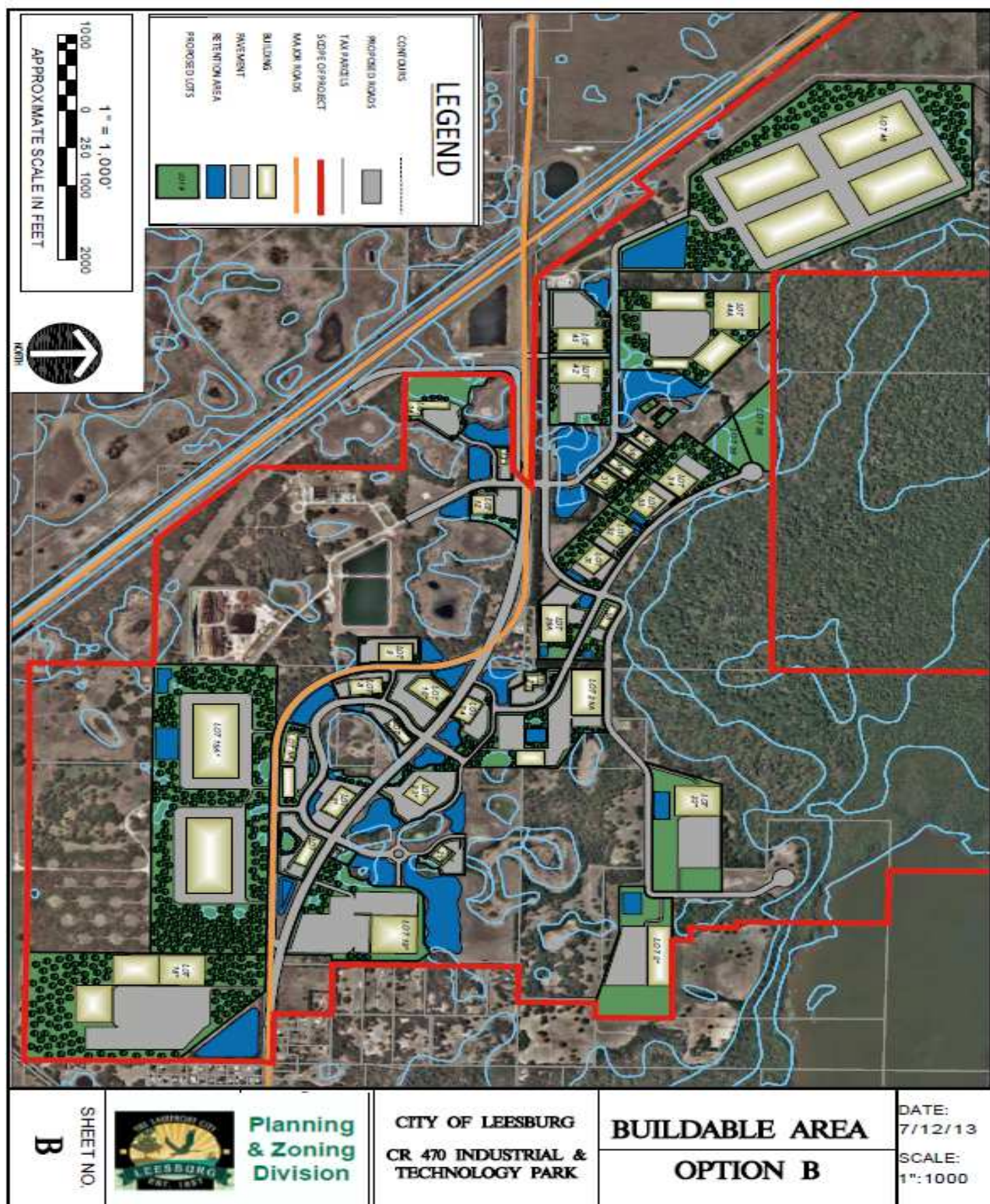
ESTIMATED BUILDABLE AREA=212.3 AC (9,248,800 SF)

Note: \* denotes buildable area is based on two floor building

Note: \* denotes buildable area is based on one floor building

TOTAL LOT AREA = 662.3 AC (28,849,516 SF)  
 ESTIMATED BUILDABLE AREA = 212.3 AC (9,248,800 SF)





BUILDABLE AREA OPTION B - CONSOLIDATED LOTS  CITY OF LEESBURG  CR 470 INDUSTRIAL & TECHNOLOGY PARK  PROJECT DUK4000/CE											
Lot No	Proposed Type of Development	City Zoning Type	Lot Area (A.C)	Lot Area (SF)	Estimated Buildable Area (SF)	Wetland Area (SF)	Setback Requirements for Public (P) Zone				
							Front Yard	Side Yard	Rear Yard	Height/Stories	ISR
0	Industrial	Public (P)	25.98	1,131,689	400,000*	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
1	Industrial	Public (P)	7.30	317,988	148,000*	25,421	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
2	Industrial	Public (P)	7.44	324,086	150,000*	21,541	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
3A (3, 4, 5, 6 & 7)	Industrial	Public (P)	8.34	363,290	100,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
8	Industrial	Public (P)	4.31	187,744	71,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
9	Industrial	Public (P)	5.23	227,810	87,500	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
10	Industrial	Public (P)	8.20	357,192	200,000*	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
11	Industrial	Public (P)	3.83	166,838	70,000*	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
12	Highway Commercial	Public (P)	6.25	272,280	60,000	30,812	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
13	Highway Commercial	Public (P)	1.81	79,944	15,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
14	Highway Commercial	Public (P)	12.77	556,264	60,000	244,778	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
15A (15, 16 & 17)	Future Development	Public (P)	113.49	4,943,624	2,000,000*	124,682	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
18	Future Development	Public (P)	75.00	3,267,000	1,200,000*	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
19	Office Space	Public (P)	33.37	1,453,997	500,000	53,441	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
20	Highway Commercial	Public (P)	1.14	49,658	5,700	20,577	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
21	Office Space	Public (P)	3.99	173,804	53,000	13,647	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
22	Industrial	Public (P)	27.80	1,197,900	400,000*	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
23	Office Space	Public (P)	10.68	465,221	150,000	11,275	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
24	Office Space	Public (P)	6.07	264,400	60,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
25A (25 & 26)	Office Space	Public (P)	24.72	1,076,903	260,000	62,822	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
	Office Space	Public (P)	4.12	179,467	30,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
28	Industrial	Public (P)	4.33	188,615	30,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
29A (29 & 30)	Industrial	Public (P)	10.23	445,610	140,000	38,276	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
31	Industrial	Public (P)	6.92	301,435	75,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
32	Industrial	Public (P)	6.07	264,400	75,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
33	Industrial	Public (P)	6.75	294,030	75,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
34	Industrial	Public (P)	10.93	476,111	100,000	34,016	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
35	Industrial	Public (P)	4.35	189,486	0	169,734	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
36	Industrial	Public (P)	7.33	319,295	0	229,205	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
37	Industrial	Public (P)	3.12	135,007	40,000	2,532	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
38	Industrial	Public (P)	2.19	95,396	30,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
39	Industrial	Public (P)	2.37	103,237	30,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
40	Industrial	Public (P)	2.35	102,566	30,000	0	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
41	Industrial	Public (P)	0.46	20,038	7,000	1,000	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
42	Highway Commercial	Public (P)	13.83	602,435	150,000	17,318	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
43	Highway Commercial	Public (P)	12.59	548,420	150,000	400	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
44A (44 & 45)	Industrial	Public (P)	37.78	1,645,697	500,000	333,215	31 ft	15.5 ft	2.1 ft	73 ft 6 Stories	20%
	Future Development	Public (P)	139.15	6,061,374	2,000,000	431,534	30 ft	15.5 ft	2.0 ft	72 ft 6 Stories	20%
TOTAL LOT AREA= 662.3 AC (28,849,516 SF) ESTIMATED BUILDABLE AREA= 212.3 AC (9,248,800 SF)											

Note: \* denotes buildable area is based on two floor building

Note: \* denotes buildable area is based on two floor building



- A. The following design standards are intended to be used as a design aid by developers proposing large commerce park developments and as an evaluation tool by city staff in the review process.

**1. Design standards--Aesthetic character.**

- a. Facades and exterior walls.

*Intent:* Facades should be articulated to reduce the massive scale and the uniform, impersonal appearances of large buildings and provide visual interest that will be consistent with the community's identity, character, and scale. The intent is to encourage a more human scale that citizens of the City of Leesburg will be able to identify with their community. The resulting scale will ensure a greater likelihood of reuse of structure by subsequent tenants.

*Standard :* Developments with facades facing public roads or adjacent residential districts over one hundred (100) feet in linear length shall incorporate wall projections or recesses a minimum of three (3) foot depth and a minimum of thirty-five (35) contiguous feet within each one hundred (100) feet of facade length which shall extend over twenty (20) percent of the facade. Developments shall use animating features such as arcades, display windows, entry areas, or awnings along at least sixty (60) percent of the facade.

- b. Detail features.

*Intent:* Buildings should have architectural features and patterns that provide visual interests, at the scale of the pedestrian, reduce massive aesthetic effects, and recognize local character. The elements in the following standard should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint.

*Standard:* Building facades shall include a repeating pattern that shall include no less than three (3) of the elements listed below. At least one (1) of these elements shall repeat horizontally. All elements shall repeat at intervals of no more than thirty-five (35) feet, either horizontally or vertically.

1. Color change.
2. Texture change.
3. Material module change (brick, stone etc.).
4. Expression of architectural or structural bay through a change in plane no less than twelve (12) inches in width, such as an offset, reveal, or projecting rib.

- c. Roofs.

*Intent:* Variations in roof lines should be used to add interest to, and reduce the massive scale of large buildings. Roof features should compliment the character of adjoining neighborhoods.

*Standard:* Roof lines shall be varied with a change in height every one hundred (100) linear feet in the building length. Parapets, mansard roofs, gable roofs, hip roofs, or dormers shall be used to conceal flat roofs and roof top equipment from public view. Alternating lengths and designs may be acceptable and can be addressed during the preliminary development plan process.

- d. Materials and colors.

*Intent:* Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and compatible with materials and colors used in adjoining neighborhoods.

*Standard:*

1. Predominant exterior building materials shall be high quality materials including brick or stone and at least one of the following, without limitation:
  - i. Stucco
  - ii. Wood

- iii. Metal
    - iv. Decorative concrete masonry units
  - 2. Facade colors shall be low reflectance, subtle, neutral, or earth tone colors. The use of high intensity colors, metallic colors, black or fluorescent colors is prohibited.
  - 3. Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be an acceptable feature for building trim or accent areas.
  - 4. Predominant exterior building materials as well as accents for building exteriors facing public streets, residential and public parking areas should not include the following unless covered with at least thirty-five percent (35%) full-width brick, decorative concrete masonry units or stone (not including window and door areas and related trim areas), with the balance being any type of approved material and/or textured stucco finish:
    - i. Decorative concrete masonry units
    - ii. Tilt-up concrete panels
    - iii. Pre-fabricated steel panels
- e. Entryways.
 

*Intent:* Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. The standards identify desirable entryway design features.

*Standard:* Each principal building on a site shall have clearly defined, highly visible customer entrances featuring no less than three (3) of the following:

  - 1. Canopies or porticos
  - 2. Architectural towers
  - 3. Recesses/projections
  - 4. Arcades
  - 5. Varied height raised corniced parapets
  - 6. Peaked roof forms
  - 7. Arches
  - 8. Outdoor patios
  - 9. Display windows
  - 10. Architectural details such as tile work and moldings which are integrated into the building structure and design
  - 11. Integral planters or wing walls that incorporate landscaped areas and/or places for sitting

## 2. **Site Design and Relationship to the Surrounding Community**

- a. Entrances.
 

*Intent:* Large buildings should feature multiple entrances with smaller entrances along the abutting public or private right-of-way and shall feature gateways or pedestrian mall at the intersection corner. Multiple building entrances reduce walking distances from cars, facilitate pedestrian access from parking lots, and provide convenience where certain entrances offer access to individual uses, or identified departments in a large building. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face bordering land uses.

*Standard:* All sides of a principal building that directly face an abutting public or private right-of-way shall feature at least one (1) pedestrian entrance per side. Where a principal building directly faces a row of smaller retail stores along the border of more than two (2) abutting public or private rights-of-way, there shall be only two (2) entrances required. The corner entrance shall be designed to provide a

gateway or pedestrian mall that provides pedestrian access to the larger uses in the interior of the site. The number of entrances for the buildings shall be addressed at the preliminary development plan stage. Where additional uses will be located in the principal building each such use shall have at least one (1) exterior pedestrian entrance which shall conform to the above requirements.

b. Parking lot orientation.

*Intent:* Parking areas should provide safe, convenient, and efficient access for vehicles and pedestrians. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks and to reduce the overall scale of the paved surface. If buildings are located closer to streets, the scale of the complex is reduced, pedestrian traffic is encouraged, and architectural details take on added importance. Parking lots should be oriented between the larger principle buildings and the smaller buildings required along the perimeters of the site adjacent to public streets and off site uses.

*Standard:* No more than thirty (30) percent of the off-street parking area for the entire property shall be located between the front facade within the front yard of the principal building(s) and the primary abutting street unless the principal building(s) and/or parking lots are screened from view by perimeter smaller buildings development.

c. Back and sides.

*Intent:* The rear or sides of buildings often present an unattractive view of blank walls, loading areas, storage areas, HVAC units, garbage receptacles, and other such features. Architectural and landscaping features should mitigate these impacts. Any back or side of a building visible from a public right-of-way, public parking or a residential area shall be built in accordance with 1. *Design guidelines--Aesthetic character.* The Community Development Director may waive this requirement as part of the development plan review process if there are special or unique circumstances.

*Standard:* The minimum setback for any building facade shall be in accordance with the Land Development Code. Where the facade faces adjacent residential uses an earthen berm shall be installed, no less than six (6) feet in height, containing at a minimum, a double row of evergreen or deciduous trees planted at intervals of ten (10) feet on center. Additional landscaping may be required by the Community Development Director to effectively buffer adjacent land use as deemed appropriate. All additional landscape requirements of the landscape and tree protection code or of other sections of these guide lines shall apply.

d. Outdoor storage, trash collection, and loading areas.

*Intent:* Loading areas and outdoor storage areas exert visual and noise impacts on surrounding neighborhoods. These areas, when visible from adjoining properties, residential areas and/or public streets, should be screened, recessed or enclosed. While screens and recesses can effectively mitigate these impacts, the selection of inappropriate screening materials can exacerbate the problem. Appropriate locations for loading and outdoor storage areas include areas between buildings, where more than one (1) building is located on a site and such buildings are not more than forty (40) feet apart, or on those sides of buildings that do not have pedestrian entrances. Joint use of loading and screening areas by multiple users will be encouraged where ever possible.

*Standard:*

1. Areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such uses shall not be visible from public or private rights-of-way.
2. Outdoor storage areas and heavy equipment or aerial equipment parking areas should be located away from C.R. 470. Aerial equipment (bucket trucks, cherry

- pickers, etc.) must be parked/stored with the aerial device in the down position.
2. No areas for outdoor storage, trash collection or compaction, loading, or other such uses shall be located within fifty (50) feet of any public or street, public sidewalk, or internal pedestrian way.
  3. No delivery, loading, trash removal or compaction, exterior activities and large vehicle movement or other such operations shall be permitted between the hours of 10:00 p.m. and 7:00 a.m. unless the applicant submits evidence that sound barriers between all areas for such operations effectively reduce noise emissions to a level of forty-five (45) dB, as measured at the lot line of any adjoining property.
  4. Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash dumpsters, trash compaction, bay doors and other service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape. Backflow preventors, fire department connections, and mechanical equipment (including wall-mounted electrical panels) within 100 feet of C.R. 470 must be screened from view with landscaping or other screening approved by the Community Development Director.
  5. Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with decorative walls and/or solid fences. Materials, colors, and designs of screening walls and/or fences and the cover shall conform to those used as predominant materials and colors of the building. If such areas are to be covered, then the covering shall conform to those used as predominant materials and colors on the buildings.
- e. Pedestrian flows.

*Intent:* Pedestrian accessibility opens auto-oriented developments to the neighborhood, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for public sidewalks and internal pedestrian circulation systems that can provide user-friendly pedestrian access as well as pedestrian safety, shelter, and convenience within the center grounds.

*Standard:*

1. Sidewalks at least six (6) feet in width shall be provided along all sides of the lot that abut a public or private right-of-way, excluding major highways. The Community Development Director may waive this requirement as part of the development plan review process if there are special or unique circumstances.
2. Continuous internal pedestrian walkways, no less than six (6) feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all principal buildings on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds, ground covers, or other such materials for no less than fifty (50) percent of their length.
3. Sidewalks, no less than six (6) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks shall be located at least three (3) feet from the facade of the building to provide planting beds for foundation landscaping, except where features such as arcades or entryways are part of the facade.



4. Internal pedestrian walkways provided in conformance with subsection e. above, shall provide weather protection features such as awnings or arcades within thirty (30) feet of all customer entrances, constructed parallel to the facade of the building. This is not intended to extend into the driving aisles or parking areas.
  5. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways. Signs shall be installed to designate pedestrian walkways.
- f. Signage.
1. A master signage plan will be required at the time of site plan approval.
  2. Entry monument signs identifying the Commerce Park shall be permitted for any approved entrance on C.R.470. At proposed street intersections, monument signs identifying the internal business shall be permitted. Monument signs identifying multiple businesses within the park shall be preferred.
  3. No electronic message signage or billboards shall be permitted.
  4. Signage shall comply with the City of Leesburg sign code for Industrial Uses.

### **3. Central Features and Community Spaces.**

*Intent:* Buildings should offer attractive and inviting pedestrian scale features, spaces and amenities. Entrances and parking lots should be configured to be functional and inviting with walkways conveniently tied to logical destinations. Bus stops and drop-off/pickup points should be considered as integral parts of the configuration. Pedestrian ways should be anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, and other architectural elements that define circulation ways and outdoor spaces. The features and spaces should enhance the building and the center as integral parts of the community fabric.

*Standard:* Each business establishment subject to these standards shall contribute to the establishment or enhancement of community and public spaces by providing at least two (2) of the following: patio/seating area, pedestrian plaza with benches, transportation center, window shopping walkways, outdoor play area, kiosk area, water feature, clock tower, steeple, or other such deliberately shaped area and/or a focal feature or amenity that, in the judgment of the city staff, adequately enhances such community and public spaces. Any such areas shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principal materials of the building and landscape. Although the City of Leesburg does not currently maintain a public bus system, Lake County does offer limited service to commercial areas; therefore, areas should be provided or designed to accommodate bus service and the growing number of private bus services (i.e., senior citizen, nursing home/assisted living facilities, etc.).



Campus design concept should provide a balanced design approach, incorporating significant landscaping and site design features. Parking should be buffered and predominately to the rear of buildings. Streets and other vehicle accesses should be heavily landscaped.

[illegible]











Desirable shape for a berm

The transition between the existing grade and the slope of the berm should be gradual. Soft contouring should make the berm appear as a natural part of the landscape. Berms should appear to be gradually emerging from the original grade rather than rising as an abrupt bump. Extra soil may need to be added at the base or the height of the berm to get a more natural effect. The tops of the berms should also be softly contoured rather than having a sharp peak. Moreover, grass berms with flatter crowns are easier to mow. Mowing grass on slopes that are too steep may result in an undesirable "scalped" look.



Note: This photo is not to scale only visual representation



















COMMERCIAL







COMMERCIAL



RZ 13-48  
EXHIBIT G  
LEGAL DESCRIPTION CR 470 PROPERTY

**Parcel No. 1**BOOK **1093** PAGE **0478**

The Southeast 1/4; the East 1/2 of the Southwest 1/4; the South 1/2 of the Northwest 1/4 of the Southwest 1/4 and the Northeast 1/4 of the Northwest 1/4 of the Southwest 1/4, all in Section 16, Township 20 South, Range 24, East, in Lake County, Florida, LESS the right of way for County Road 470.

**Parcel No. 2**

That part of the Southwest 1/4 of the Northwest 1/4 lying Southwesterly of County Road 470, and the Northwest 1/4 of the Northwest 1/4 of the Southwest 1/4 of Section 16, Township 20 South, Range 24 East, in Lake County, Florida. And, the Northeast 1/4, less all that part of the Northeast 1/4 of the Northeast 1/4 lying Northeasterly of County Road #470, also less the right of way of County Road #470; that part of the North 1/2 of the Southeast 1/4 lying Northeasterly of the right of way of the Sunshine State Parkway; and the North 1/2 of the Northwest 1/4 lying Northeasterly of the right of way of the Sunshine State Parkway, less the right of way of County Road 470; all in Section 17, Township 20 South, Range 24 East, in Lake County, Florida.

**1203:EXH1:010991**

Alternate Keys: 1029759, 1308413, 1088003, 1295955, 3378661 and 3860764

And:

Parcel 1: The SW 1/4 of the NW 1/4; the W 1/2 of the SE 1/4 of the NW 1/4; the N 1/2 of the SW 1/4; the W 1/2 of the SW 1/4 of the SW 1/4; the SE 1/4 of the SW 1/4 of the SW 1/4; and the N 1/2 of the NW 1/4 of Section 9; and the E 1/2 of the NW 1/4; the S 1/4 of the SW 1/4 of the NE 1/4, less road; the N 3/4 of the W 1/2 of the NE 1/4; the SW 1/4 of the NW 1/4 Northerly and Easterly of State Road 470; Section 16; and begin at the NE corner of the NW 1/4 of NW 1/4 of Section 16, run South along East line of said NW 1/4 of NW 1/4 for 84.82 feet; run thence Northwesterly to a point on the North line of said NW 1/4 of NW 1/4 that is 85.46 feet West of the P.O.B., run thence East along line of NW 1/4 of NW 1/4 85.46 feet to the P.O.B. All of the above land situate, lying and being in Township 20 South, Range 24 East, in Lake County Florida.

Parcel 2: From the Southeast corner of Section 9, Township 20 South, Range 24 East, Lake County, Florida, run thence North 89 degrees 42 minutes 20 seconds West for 854.60 feet to the point of beginning, run thence North 0 degrees 01 minutes 10 seconds East parallel to the East line of said Section for 837.20 feet, thence South 89 degrees 42 minutes 20 seconds East, parallel to South line of said Section for 192.56 feet; thence North 0 degrees 18 minutes 20 seconds West for 3144.70 feet to the North line of the South 1/2 of the Northeast 1/4 of said Section; thence North 89 degrees 44 minutes 00 seconds West for 1272.66 feet; thence South 0 degrees 01 minutes 10 seconds West for 1698.32 feet, thence South 89 degrees 42 minutes 20 seconds East for 78.73 feet, thence South 0 degrees 01 minutes 10 seconds West for 495.83 feet, thence South 89 degrees 42 minutes 20 seconds East, for 174.90 feet, thence South 0 degrees 01 minutes 10 seconds West for 950.30 feet, thence South 89 degrees 42 minutes 20 seconds East for 794.29 feet, thence South 0 degrees 01 minutes 10 seconds West for 900 feet to South line of said Section, thence South 89 degrees 42 minutes 20 seconds East for 50 feet to the point of beginning.

Parcel 3: The Northeast 1/4 of the Southwest 1/4 of the Southwest 1/4 of Section 9, Township 20 South, Range 24 East, in Lake County, Florida.

Parcel 4: The North 1/2 of the South 1/2 of the Southwest 1/4 of the Northeast 1/4 in Section 16, Township 20 South, Range 24 East, in Lake County, Florida.

Parcel 5: The South 900.00 feet of the Southeast Quarter of Section 9, Township 20 South, Range 24 East, Lake County, Florida, LESS the East 904.60 feet thereof. Also: The Southeast Quarter of the Southwest Quarter (SE 1/4 of the SW 1/4) of Section 9, Township 20 South, Range 24 East, Lake County, Florida.

Parcel 6: From the S 1/4 corner of Section 9, Township 20 South, Range 24 East, run North 0 degrees 01'10" East along the North-South Mid-section line 900 feet to the point of beginning; run thence South 89 degrees 42'20" East parallel with the South line of SE 1/4; said Section 9 a distance of 955.71 feet, thence North 0 degrees 01'10" East 950.30 feet, thence North 89 degrees 42'20" West 174.90 feet, thence North 0 degrees 01'10" East 495.83 feet, thence North 89 degrees 42'20" West 78.73 feet, thence North 0 degrees 01'10" East 1630 feet, more or less, to the North line of SW 1/4 of NE 1/4, Section 9, run thence North 89 degrees 44' West along North line of said SW 1/4 of NE 1/4 a distance of 702.08 feet, more or less, to the West line of said SW 1/4 of NE 1/4, thence South 0 degrees 01'10" West 3080.63 feet to the point of beginning. E 1/2 of SE 1/4 of NW 1/4, Section 9, Township 20 South, Range 24 East. W 1/2 of SE 1/4 of NW 1/4, Section 9, Township 20 South, Range 24 East.



LESS those portions of Parcel 1, Parcel 2, Parcel 4, and Parcel 5, lying within the following described lands:

A part of the West 1/2 of the Northeast 1/4 of Section 16, Township 20 South, Range 24 East and a part of the South 60 feet of the Southeast 1/4 of Section 9, Township 20 South, Range 24 East, Lake County, Florida, described as follows:

Commencing at the Southeast corner of the Northeast 1/4 of Section 16, Township 20 South, Range 24 East, Lake County, Florida, run N 88 degrees 56'31" West along the South line of said Northeast 1/4 a distance of 1326.51 feet to the Southeast corner of the West 1/2 of the Northeast 1/4 of said Section 16; thence N 00 degrees 49'29" E. 50.00 feet along the East line of the West 1/2 of the Northeast 1/4 of said Section 16 to the North line of the right of way line of C-470 and the point of beginning; thence continue along said line N 00 degrees 49'29" E. 2632.95 feet to the Northeast corner of said West 1/2 of the Northeast 1/4; thence S 89 degrees 02'23"E 471.96 feet along the North line of the Northeast 1/4 of said Section 16 to intersect the Southerly extension of a monumented line; thence N 00 degrees 55'16" E 60.00 feet along said line to a concrete monument; thence N 89 degrees 02'23"W 532.06 feet, parallel with and 60 feet North of the North line of the Northeast 1/4 of said Section 16, to intersect the Northerly extension of the West line of the East 60 feet of the West 1/2 of the Northeast 1/4 of said Section 16; thence along said line S 00 degrees 49'29" W. 686.82 feet to a 5/8" iron road; thence S 43 degrees 39'54"W. 174.58 feet to a 5/8" iron road; thence S 13 degrees 50'41"W. 125.21 feet to a 5/8" iron rod; thence S 26 degrees 56'46"E 118.42 feet to a 5/8" iron rod; thence S 41 degrees 29'48"E. 136.25 feet to a 5/8" iron rod on the West line of the East 60 feet of the West 1/2 of the Northeast 1/4 of Section 16; thence S 00 degrees 49'29"W. 940.50 feet along said line to intersect the North line of the South 660.00 feet of the West 1/2 of the Northeast 1/4 of said Section 16; thence S 00 degrees 49'29"W. 940.50 feet along said line to intersect the North line of South 660.00 feet of the West 1/2 of the Northeast 1/4 of said Section 16; thence N 88 degrees 56'31"W. 65.00 feet along said line to intersect the West line of the East 125.00 feet of the West 1/2 of the Northeast 1/4 of said Section 16; thence S 00 degrees 49'29"W. 610.01 feet along said line to said North right of way line of C-470; thence S 88 degrees 56'31"E. 125.00 feet along said right of way to the point of beginning.

Alternate Keys: 1035333, 1038332, 1038341, 1068461, 1294070, 1774853, 3020863 and 3340868

And:

NW  $\frac{1}{4}$  of NW  $\frac{1}{4}$  Section 16, Township 20 South, Range 24 East in Lake County, Florida, less and except the right-of-way for State Road No. 470.

ALSO LESS: Begin at the NE corner of the NW  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  of Section 16, Township 20 South, Range 24 East, Lake County, Florida, run South along East line of said NW  $\frac{1}{4}$  of NW  $\frac{1}{4}$  for 84.82 feet; run thence Northwesterly to a point on the North line of said NW  $\frac{1}{4}$  of NW  $\frac{1}{4}$  that is 85.46 feet West of the Point of Beginning, run thence East along North line of said NW  $\frac{1}{4}$  of NW  $\frac{1}{4}$  85.46 feet to the Point of Beginning.

Alternate Key: 1044146

And:

**The West  $\frac{1}{2}$  of the NW  $\frac{1}{4}$  of Section 8, Township 20 South, Range 24 East, Lake County, Florida.**

Alternate Key: 1087856

And:

**The East  $\frac{3}{4}$  of the North  $\frac{1}{2}$  of Section 8, Township 20 South, Range 24 East, Lake County, Florida.**

Alternate Key: 1087864

And:

**The N.W.  $\frac{1}{4}$  of the N.E.  $\frac{1}{4}$ , and the N.E.  $\frac{1}{4}$  of the N.E.  $\frac{1}{4}$ , all lying in Section 21, Township 20 South, Range 24 East, in Lake County, Florida, lying North and Northwest of the Seaboard Coast Line Railroad.\***

Alternate Key: 1088071

And:

**That part of Section 21, Township 20 South, Range 24 East, in Lake County, Florida described as follows: The N.W.  $\frac{1}{4}$ ; and the S.W.  $\frac{1}{4}$  of the N.E.  $\frac{1}{4}$ , all lying Northeast of the Florida Turnpike and North and Northwest of the Seaboard Coast Line Railroad, and that portion of the S.E.  $\frac{1}{4}$  lying between the Northwesterly right-of-way line of State Road No. 48 and the Southeasterly right-of-way line of the Seaboard Coast Line Railroad; and the S.W.  $\frac{1}{4}$  lying Northeast of the centerline of the turnpike and North and Northwest of State Road No. 48, less right-of-way for the Seaboard Coast Line Railroad.\***

Alternate Key: 1088101

And:

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Those parts of Section 6 and 7, East of the Sunshine State Parkway and North of State Road 470, Township 20 South, Range 24 East, Lake County, Florida; ALSO: Beginning at a point on the North right-of-way line of State Road No. 470, S 89°50'14" E, 93.68 feet along said right-of-way from the West boundary of the SW 1/4 of Section 8, Township 20 South, Range 24 East; thence N 42°53'17" W, 137.41 feet to a point on the West boundary line of the SW 1/4 of Section 8 of said Township and Range, said point being N 0°06'01" E, 169.10 feet from the SW corner of said Section; thence N 0°06'01" E along the West boundary line of the SW 1/4 of Section 8 of said Township and Range 2,476.36 feet; thence S 89°53'59" E, 250.00 feet; thence S 0°06'01" W parallel to the West boundary line of the SW 1/4 of Section 8 of said Township and Range 2,577.04 feet to a point on the North right-of-way line of SR 470; thence N 89°50'14" W along said right-of-way 156.32 feet to the point of beginning;

LESS AND EXCEPT THE FOLLOWING PARCELS:

Beginning at the point of intersection of the North right-of-way line of State Road No. 470 with the East right-of-way line of the Sunshine State Parkway, said point being in the SE 1/4 of Section 7, Township 20 South, Range 24 East; thence N 42°52'30" W along said right-of-way line of the Sunshine State Parkway, 1,450.00 feet; thence N 47°06'43" E, 270.00 feet, said direction being straight across the right-of-way of Florida Power Corporation and perpendicular to the edges thereof; thence S 42°53'17" E, 1,684.95 feet, to a point on the North right-of-way line of SR 470, said point being 50.00 feet from and at right angle to the center line of said road and said center line also being the South boundary of the SW 1/4 of Section 8 of said Township and Range; thence N 89°50'14" W, along said right-of-way line and parallel with said center line and said South boundary, 93.68 feet; thence N 89°39'14" W, along said right-of-way line and parallel with said center line and the South boundary of Section 7 of said Township and Range, 249.63 feet to the point of beginning.

LESS AND EXCEPT:

PARCEL A: The South 198 feet of the North 1/2 of NE 1/4 of NW 1/4 of Section 7, Township 20 South, Range 24 East, Lake County, Florida.

PARCEL B: The South 1/2 of the NE 1/4 of the NW 1/4 of Section 7, Township 20 South, Range 24 East, Lake County, Florida, LESS right-of-way for Sunshine State Parkway.

PARCEL C: That part of the North 1/2 of the SE 1/4 of the NW 1/4 of Section 7, Township 20 South, Range 24 East, Lake County, Florida, lying East of the Sunshine State Parkway.

THE GRANTORS DO HEREBY RESERVE UNTO THEMSELVES, their personal representatives, heirs, successors, and assigns, an easement for ingress and egress, in common with the Grantee, their heirs, personal representatives, successors and assigns, which easement shall be perpetual in, upon, over, and through the following described real property in Lake County, Florida, to-wit:

Beginning at the intersection of the North right of way line of State Road 470 and the Northeasterly right of way of the Sunshine State Parkway, running thence Northwesterly along the Northeasterly right of way of the Sunshine State Parkway to the West Section line of Section 6, Township 20 South, Range 24 East; thence run North along said West boundary of Section 6 to the Southwesterly boundary of the Florida Power Corporation right of way (approximately sixty feet); thence run Southeasterly along the Southwesterly right of way of Florida Power Corporation right of way to State Road 470; thence run Westerly along the North right of way line of State Road 470 to the Point of Beginning.

Alternate Key: 1294053

And:

The South 198 feet of the North 1/2 of the NE 1/4 of the NW 1/4 of Section 7, Township 20 South, Range 24 East, Lake County, Florida. AND The South 1/2 of the NE 1/4 of the NW 1/4 of Section 7, Township 20 South, Range 24 East, Lake County, Florida, LESS right of way for Sunshine State Parkway. AND That part of the North 1/2 of the SE 1/4 of the NW 1/4 of Section 7, Township 20 South, Range 24 East, Lake County, Florida, lying East of the Sunshine State Parkway.

Alternate Keys: 1294061 and 1741637

And:

**Lots 9 and 10, LESS the Southeasterly 40 feet of Lot 9, Block 131, according to the Plat of Groveland (formerly Taylorville), recorded in Plat Book 2, pages 7 and 8, Public Records of Lake County, Florida.**

Alternate Keys: 1296056 and 3374291



And:

**PARCEL "C":**

Abandoned 50-ft. right-of-way of Seaboard Coast Line's former Okahumpka-Croom main line tract, lying in the North 3/4 of Section, North of the centerline of the Florida Turnpike, all in Section 21, Township 20 South, Range 24 East, Lake County, Florida, and

Begin at the intersection of the westerly right-of-way line of State Road 48 with the South Line of the N.E. 1/4, run West along said South line to Easterly line of the abandoned railroad right-of-way; Northeastly along said right-of-way 536.74 feet; S.42°43'34"E., to Westerly right-of-way line of S.R. 48; Southwestly along said right-of-way 499.94 feet to the Point of Beginning, in Section 21, Township 20 South, Range 24 East, Lake County, Florida, and

Beginning at the intersection of the Northwestly right-of-way line of the abandoned Seaboard Coast Line Railroad right-of-way and the West line of the East 225 feet of the S.W. 1/4 of the N.E. 1/4 of Section 21, Township 20 South, Range 24 East, run S.00°04'40"E. along said West line 71.24 feet to the Southerly right-of-way line of said railroad; thence S.44°47'52"W., 110 feet; thence S.24°02'20"E., 191.11 feet, more or less, to the Northerly right-of-way line of State Road 48; thence Southwestly along said right-of-way line 1262.45 feet; thence N.42°43'34"W., 107.9 feet to the said Northwestly railroad right-of-way line; thence Northeastly along said Northwestly right-of-way line 1400 feet, more or less, to the Point of Beginning, Lake County, Florida.\*

Alternate Keys: 1701244, 2610808 and 3675101

And:

FEE SIMPLE RIGHT-OF-WAY

A PARCEL OF LAND LYING IN THE SOUTH HALF OF SECTION 8, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 6" x 6" CONCRETE MONUMENT INSCRIBED 8, 9, 16 & 17 MARKING THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 20 SOUTH, RANGE 24 EAST; THENCE RUN NORTH 89°24'15" WEST, ALONG THE SOUTH LINE OF SECTION 8, A DISTANCE OF 2649.34 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 8; THENCE DEPARTING SAID SOUTH LINE, RUN NORTH 00°31'36" EAST, ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8, A DISTANCE OF 50.00 FEET FOR A **POINT OF BEGINNING**; SAID POINT LYING ON THE NORTH EXISTING RIGHT OF WAY OF STATE ROAD 470; THENCE RUN NORTH 89°23'48" WEST, ALONG SAID NORTH RIGHT OF WAY LINE, A DISTANCE OF 2315.46 FEET; THENCE RUN NORTH 84°15'10" WEST, ALONG SAID NORTH EXISTING RIGHT OF WAY LINE, A DISTANCE OF 213.34 FEET; THENCE DEPARTING SAID NORTH EXISTING RIGHT OF WAY LINE, RUN NORTH 42°26'19" WEST, A DISTANCE OF 152.54 FEET; THENCE RUN SOUTH 89°23'48" EAST, A DISTANCE OF 232.57 FEET; THENCE RUN NORTH 00°32'45" EAST, A DISTANCE OF 36.20 FEET; THENCE RUN SOUTH 90°00'00" EAST, A DISTANCE OF 2399.39 FEET TO THE AFOREMENTIONED EAST LINE; THENCE CONTINUE SOUTH 90°00'00" EAST, A DISTANCE OF 134.25 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 105.00 FEET AND A CENTRAL ANGLE OF 90°35'45"; THENCE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 166.03 FEET TO THE POINT OF TANGENCY; THENCE RUN SOUTH 00°35'45" WEST, A DISTANCE OF 88.47 FEET TO THE AFOREMENTIONED NORTH EXISTING RIGHT OF WAY LINE; THENCE RUN NORTH 89°24'15" WEST, ALONG SAID NORTH EXISTING RIGHT OF WAY LINE, A DISTANCE OF 240.10 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 11.366 ACRES, MORE OR LESS

RESERVING UNTO THE GRANTOR ALL RIGHTS OF ACCESS, EGRESS, INGRESS, LIGHT, AIR AND VIEW BETWEEN THAT PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 1090, PAGE 1971 OF THE PUBLIC RECORDS OF LAKE COUNTY, FLORIDA, AND STATE ROAD 470 ALONG THE FOLLOWING DESCRIBED LINE:

A LINE LYING WITHIN THE SOUTH HALF OF SECTION 8, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 6" x 6" CONCRETE MONUMENT INSCRIBED 8, 9, 16 & 17 MARKING THE SOUTHEAST CORNER OF SECTION 8, TOWNSHIP 20 SOUTH, RANGE 24 EAST; THENCE RUN NORTH 89°24'15" WEST, ALONG THE SOUTH LINE OF SECTION 8, A DISTANCE OF 2649.34 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 8; THENCE RUN NORTH 89°23'48" WEST, ALONG THE SOUTH LINE OF SECTION 8, A DISTANCE OF 2649.36 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE RUN NORTH 00°32'45" EAST, ALONG THE WEST LINE OF SAID SECTION 8, A DISTANCE OF 70.00 FEET TO THE NORTH EXISTING LIMITED ACCESS RIGHT OF WAY LINE OF COUNTY ROAD 470; THENCE RUN SOUTH 89°23'48" E, ALONG SAID NORTH EXISTING LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 111.73 FEET; THENCE RUN SOUTH 84°15'10" EAST, ALONG SAID NORTH EXISTING LIMITED ACCESS RIGHT OF WAY LINE, A DISTANCE OF 223.07 FEET TO THE INTERSECTION OF SAID NORTH EXISTING LIMITED ACCESS RIGHT OF WAY LINE AND THE NORTH EXISTING RIGHT OF WAY LINE OF COUNTY ROAD 470 FOR A **POINT OF BEGINNING**; THENCE RUN SOUTH 89°23'48" EAST, ALONG SAID NORTH EXISTING RIGHT OF WAY LINE, A DISTANCE OF 2315.46 FEET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 8; THENCE DEPARTING SAID EAST LINE AND CONTINUING ALONG SAID NORTH EXISTING RIGHT OF WAY LINE, RUN SOUTH 89°24'15" EAST, A DISTANCE OF 128.16 FEET TO THE **POINT OF TERMINUS**.

AND

FEE SIMPLE RIGHT OF WAY

A PARCEL OF LAND LYING IN THE NORTH HALF OF SECTION 18, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE FROM A NAIL AND DISC (LB 6895) MARKING THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 18, TOWNSHIP 20 SOUTH, RANGE 24 EAST; THENCE RUN SOUTH 00°43'36" WEST, ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 50.00 FEET TO THE SOUTH EXISTING RIGHT OF WAY LINE OF COUNTY ROAD 470; THENCE DEPARTING SAID WEST LINE, RUN SOUTH 89°23'48" EAST, ALONG SAID SOUTH EXISTING RIGHT OF WAY LINE, A DISTANCE OF 1985.91 FEET FOR A **POINT OF BEGINNING**; THENCE CONTINUE SOUTH 89°23'48" EAST, ALONG SAID SOUTH EXISTING RIGHT OF WAY LINE, A DISTANCE OF 112.00 FEET; THENCE DEPARTING SAID SOUTH EXISTING RIGHT OF WAY LINE, RUN SOUTH 00°36'12" WEST, A DISTANCE OF 100.00 FEET; THENCE RUN SOUTH 89°23'48" EAST, A DISTANCE OF 551.61 FEET; THENCE RUN SOUTH 89°24'50" EAST, A DISTANCE OF 1080.15 FEET; THENCE RUN SOUTH 83°10'16" EAST, A DISTANCE OF 243.37 FEET; THENCE RUN SOUTH 00°37'26" WEST, A DISTANCE OF 83.48 FEET; THENCE RUN NORTH 83°10'16" WEST, A DISTANCE OF 247.84 FEET; THENCE RUN NORTH 89°24'50" WEST, A DISTANCE OF 1075.81 FEET; THENCE RUN NORTH 89°23'48" WEST, A DISTANCE OF 541.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 122.00 FEET AND A CENTRAL ANGLE OF 90°00'00"; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 191.64 FEET TO THE POINT OF TANGENCY; THENCE RUN NORTH 00°36'12" EAST, A DISTANCE OF 61.00 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 3.972 ACRES, MORE OR LESS

RESERVING UNTO THE GRANTOR ALL RIGHTS OF INGRESS, EGRESS, LIGHT, AIR, AND VIEW ALONG THE FOLLOWING DESCRIBED LINE:

A LINE LYING IN THE NORTH HALF OF SECTION 18, TOWNSHIP 20 SOUTH, RANGE 24 EAST, LAKE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE FROM A NAIL AND DISC (LB 6895) MARKING THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 18, TOWNSHIP 20 SOUTH, RANGE 24 EAST; THENCE RUN SOUTH 00°43'36" WEST, ALONG THE WEST LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 50.00 FEET TO THE SOUTH EXISTING RIGHT OF WAY LINE OF COUNTY ROAD 470; THENCE DEPARTING SAID WEST LINE, RUN SOUTH 89°23'48" EAST, ALONG SAID SOUTH EXISTING RIGHT OF WAY LINE, A DISTANCE OF 2649.68 FEET TO THE EAST LINE OF SAID NORTHWEST QUARTER; THENCE DEPARTING SAID EAST LINE, RUN SOUTH 89°24'50" EAST, ALONG SAID SOUTH EXISTING RIGHT OF WAY LINE, A DISTANCE OF 1195.87 FEET; THENCE RUN SOUTH 80°50'24" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 127.51 FEET; THENCE DEPARTING SAID SOUTH EXISTING RIGHT OF WAY LINE, RUN SOUTH 00°37'26" WEST, A DISTANCE OF 107.46 FEET FOR A **POINT OF BEGINNING**; THENCE RUN NORTH 83°10'16" WEST, A DISTANCE OF 243.37 FEET; THENCE RUN NORTH 89°24'50" WEST, A DISTANCE OF 1080.15 FEET; THENCE RUN NORTH 89°23'48" WEST, A DISTANCE OF 551.61 FEET; THENCE RUN NORTH 00°36'12" EAST, A DISTANCE OF 100.00 FEET TO THE **POINT OF TERMINUS**.

Alternate Keys: 1741661 and 3409973

And:

**PARCEL "D":**

**That part of Section 20, Township 20 South, Range 24 East, in Lake County, Florida, lying Northeast of the Northeasterly right-of-way line of the Florida Turnpike.\***

Alternate Key: 3777575



Less:

A portion of the Southeast 1/4 of Section 17, Township 20 South, Range 24 East, Lake County, Florida, being more particularly described as follows:

Commence at the Southeast corner of said Section 17, thence along the East line of the Southeast 1/4 of said Section 17, North 00°46'06" East, 1712.72 feet; thence North 89°13'54" West, 40.00 feet to the Point of Beginning; thence continue North 89°13'54" West 980.00 feet; thence North 00°46'06" East, 717.97 feet; thence North 43°00'24" East, 526.59 feet to a point 25.00 feet Southwesterly of the centerline of the Main Access Road, for the City of Leesburg; thence parallel with said centerline the following three (3) courses and distances; (1) South 46°59'36" East, 108.69 feet to the point of curvature of a curve concave Northeast, having a radius of 225.00 feet, a chord of 31.42 feet that bears South 50°59'50" East and a central angle of 08°00'29"; (2) Southeasterly along the arc of said curve a distance of 31.45 feet to the point of tangency; (3) South 55°00'05" East, 629.98 feet to a point 40.00 feet West of said East line of the Southeast 1/4, Section 17; thence parallel with said East line, South 00°46'06" West, 660.94 feet to the Point of Beginning.

Alternate Key: 3860764 (C&C Peat)